4. (currently amended) The component according to ~~any one of the preceding~~ claims 1, in which the jacket is of aluminium and is attached to the housing by welding.

5. (currently amended) A turbocharger including a component ~~according to any one of the preceding claims~~ comprising a housing defining a chamber for a predetermined part of the turbocharger; and a jacket surrounding the housing, the jacket being arranged in a spaced relationship relative to an outer surface of the housing to define a fluid path about the outer surface of the housing, the component having a fluid inlet and a fluid outlet.

9. (currently amended) A fluid input assembly for a compression ignition engine, the assembly including:

a turbocharger;

a flame trap including a housing comprising an inlet connected to an air outlet of a turbocharger and an outlet configured to engage an inlet of an inlet after-cooler, the housing being double skinned and having an inner skin defining a flame trap compartment and an outer skin arranged in a spaced relationship relative to the inner skin, to define a fluid path for the flow of a cooling fluid about the inner skin of the housing; and

an inlet after-cooler connected to an outlet of the flame trap housing.

10. (currently amended) The assembly as claimed in claim 9 in which the turbocharger includes a component comprising a turbocharger housing defining a chamber for a predetermined part of the turbocharger; and a jacket surrounding the turbocharger housing, the jacket being arranged in a spaced relationship relative to an outer surface of the turbocharger housing to define a fluid path about the outer surface of the turbocharger housing, the component having a cooling fluid inlet and a cooling fluid outlet.~~according to any one of claims 1 to 5~~.

11. (currently amended) The assembly as claimed in claim 10, in which the cooling fluid outlet of the turbocharger housing of the component is in fluid communication with ~~the~~ a cooling fluid inlet of the housing of the flame trap.